CHAPTER V

399 the Ministry of Air and Marine, but reverted in 1938 to the states of a private company. The original intention was to build airframes and engines, but in practice only four types of airframes were built, equipped with imported engines of British or French design. Output was about eight aircraft monthly. The factory is situated in Bucarest, in a two-storied building on a site of about 100 yards square, and is so hemmed in that no expansion is possible. Early in 1939 there was a proposal to build a branch factory at Târgul Ocna in Moldavia for the manufacture of aircraft parts and the construction of engines and motor-cycles, but this does not appear to have been carried into effect.

The company was reported in 1942 to be under German management. Very little information is available about its present activities, but it is believed to employ about 1,000 workers and to be engaged in repair work, as well as the manufacture of sledges and skis for the Rumanian Army.

(c) *I.C.A.R.* (*Intreprinderile pentru Construcții Aeronautice Române S.A.*). This concern was established in 1931. Its factory in Bucarest produced only ten or twelve Messerschmitt aircraft in a period of three years. Early in 1942 successive increases of capital, from 14.2 to 45 million lei, appeared to foreshadow a possible development of the company's operations, but as yet there is no sign of any such development.

Present activities are believed to consist of aircraft repair, the construction of a few aircraft for the Rumanian Air Force, and the manufacture of tubes for a Berlin firm.

C. SHIPBUILDING

●396 In spite of her Black Sea Coast, the navigable rivers Danube, Dniester and Prut and other streams navigable to some extent to small craft, Rumania has never been a shipbuilding country of any importance.

From a shipbuilding and repairing point of view Galați has always been and still is the most

396 important centre, followed by Constanța, Turnu Severin and Brăila in that order, though prior to the war Galați and Turnu Severin were the only ports with yards capable of building anything larger than barges, lighters and small river craft.

Until construction was started on a dry dock at Galați in 1937 there was no dry dock in the whole country. This dock should by now be in use, excavations having been completed in 1942. Constanța has a floating dock (475' × 77') with a lift of 8,000 tons; Galați two, one of 200, and one of 300 tons lift, and Brăila one for small craft of 100 tons lift.

Prior to the war, the largest ships built were a river steamer of 420 tons and barges up to 1,700 tons at Galați, where 500/800 men were employed. Turnu Severin, employing 100 men, had a building capacity of 1,500 tons per annum in 1933, but this figure covered a number of small ships and barges.

In view of the microscopics ize of the navy—some half-dozen ships, of which the largest was a destroyer leader and the rest mainly river craft—and a merchant marine of about the same number of sea-going ships, Rumania's neglect of ship-building is not surprising. The war, however, has made a considerable difference. Yards are being expanded under German and Italian influence and a very considerable amount of money is being put into shipyards and their plant. In 1942 an arrangement was concluded by the Santiere Navale at Galați with the Hermann Göring Werke for "assistance in technical matters and in the conduct of the company," and the capital of the company was raised from 50 million to 550 million lei. In 1941 two or three tugs of between 600 and 1,000 tons were built as well as two, possibly three, U-boats completed for Rumania under supervision of Deschimag and Krupp technicians. These had been laid down pre-war with Dutch help. The construction of a large number of Tank Landing Craft, Siebel Ferries, Invasion barges, Motor Torpedo boats and possibly some small Italian U-boats has been achieved, all from pre-fabricated parts sent from Germany and Italy.